HONDA ServiceNews September 2004

Idle Fluctuation, DTC P0505, P1129? Check the IAC Valve

A bad IAC valve can cause any or all of these symptoms in a '01–03 Odyssey:

- fluctuating engine idle
- DTC P0505 (idle control system malfunction)
- DTC P1129 (MAP sensor signal higher than expected)

And if you're still troubleshooting with a PGM Tester, you could also get a bogus DTC 1684 (throttle valve return spring problem). It's bogus because there's no such DTC for these models.

This problem can be very intermittent, so it's really tough to duplicate the symptoms. Fortunately, the presence of these two DTCs are dead giveaways for a bad IAC valve. And even if you find no DTCs, you can suspect the IAC valve if you're getting persistent complaints from your customer of a fluctuating engine idle.

To fix this problem, replace the IAC valve. Refer to S/B 04-007, *Idle Fluctuation With DTC P1129,* for details.

Got DTC P1457? Check for a Twisted EVAP Purge Hose

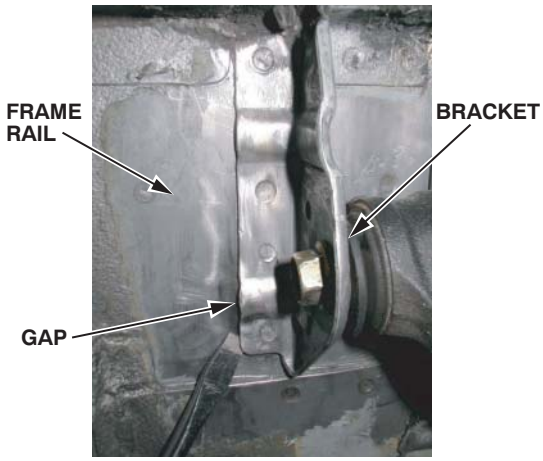
Going buggy trying to troubleshoot DTC P1457 (EVAP canister system leakage) in a '03–04 Pilot? Check for a twisted EVAP system purge hose between the purge valve and the service port on the engine compartment bulkhead. If the hose is twisted, it can cause either a restriction or a blockage.

A blockage is easy to troubleshoot; it's a restriction that causes all the troubleshooting headaches. A restriction can cause the problem to be intermittent, to pass the EVAP System Function Test, or both. It's a good idea to run the function test with the fuel tank level under 1/4 of a tank (lower is better). A larger volume of air space in the tank makes a restriction evident; a smaller volume can mask the problem.

If a twisted hose is the culprit, the fix is easy. Just loosen the hose, straighten it out, and retighten it. If the function test detected this problem, make sure you check your repair by doing the test again after straightening the hose.

Popping From Front Wheel Upper Control Arm Mount

If you've got a '00–04 S2000 in your shop for a customer complaint of an oil canning or popping noise under hard cornering or braking, look for a gap between the front wheel upper control arm mounting brackets and the frame rail they're spot welded to. If your customer frequently drives the vehicle on race tracks or in autocross events, a gap like this can form.



To fix this problem, here's what you do:

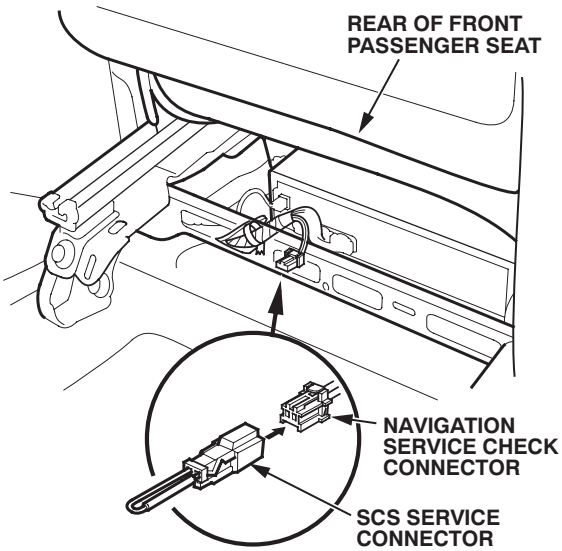
1. Raise the front of the vehicle, and remove the front wheels.
2. Straighten out the frame rail by placing a block of wood on the bracket spot welds and then striking the block firmly with a 48-ounce hammer.
3. Remove the paint from the side of the bracket and the joining frame rail.
4. Stitch a MIG weld bead along the side of the bracket where it touches the frame rail. (You may need to disconnect the brake line and move it out of harm's way.)
5. Refinish the paint to prevent corrosion.
6. If necessary, reconnect the front brake line(s), and bleed the brakes. Reinstall the wheels.

Replacing Navigation System DVDs Can Cause DVD Disk Error

Got a '00–03 Odyssey or '03 Pilot in your shop with the error message **DVD disk error** on the navigation screen? This message can crop up if your customer replaced the navigation system DVD (software version 2.05 or earlier) with a newer one (software version 2.11 or later), wasn't happy with its performance, and switched back to the original DVD.

The newer DVD not only added data but it also replaced the old operating system. When they switched back to the older DVD, it caused compatibility problems. To make everything work right, you need to restore the original operating system. Here's how:

1. Make sure the ignition switch is turned to LOCK (0).
2. Slide the front passenger's seat forward.
3. Remove the cover from the navigation unit, and plug the SCS service connector into the navigation service check connector (it's behind the navigation unit).



4. Start the engine.
5. Unplug the SCS service connector.
6. Make sure the **Diagnosis** menu for the picture diagnosis starts up and then switches to the **System Links** menu. Touch the **Return** button to access the **Diagnostic** menu.
7. From the **Diagnostic** menu, touch the **Unit Check** button.
8. From the **Unit Check** menu, touch the **Force Download** button. (It's important you don't touch any other buttons in the **Diagnostic** menu. If you do, you could lose your customer's personal data, or cause the system to not work right.)
9. Drive the vehicle on a mapped road before entering a route. The system will reboot automatically to the globe screen when finished.

A/T or Engine Noise at 4,200 RPM

The sound from a '03–04 Pilot engine morphs from a mild purr to a rather loud roar when the VTEC kicks in at **4,200 rpm**. This change in sound has been mistaken for an A/T problem that won't be fixed by replacing the A/T.

To check if the VTEC is or isn't the source of the noise, hook up the HDS to the 16P data link connector, and monitor the VTEC solenoid and pressure switch. If the solenoid and pressure switch change at the same time you hear the noise change, then you're just hearing the VTEC engage. It's a normal characteristic of the vehicle and not a problem with the A/T.

Error Alert: S/B 03-051

There's an error in S/B 03-051, *2004 Pilot: PDI and New Model Information* you need to be aware of. The description of the parking brake chime on page 4 under **NEW MODEL INFORMATION** is wrong. Here's how it should read:

Parking Brake Chime

If the parking brake is set, a chime sounds to remind the driver to release the parking brake as soon as the vehicle rolls forward or backward. This is in addition to the normal parking brake indicator in the instrument panel.

Return Audio Cores Properly to Avoid Delay and Expense

When returning audio cores, make sure you take the time to do it right. If you return a core with missing or wrong paperwork, the core will be rejected and returned to your dealership at your expense. To ensure timely payment of your warranty claim and to avoid additional expense, follow these guidelines carefully:

- Make sure the part number on the audio unit core matches the part number on the box.
- Return the audio unit core using the same box and packing materials the reman audio unit came in.
- Include a copy of the paid warranty claim in the box.
- Include a completed Audio System Diagnosis and Core Return Form in the box. You'll find these forms on the *i*N. From the main menu, click on **SERVICE**, **ISIS (Service Publications)**, **SEARCH BY PUBLICATION**, and then **Job Aids**. Select **Audio System Diagnosis and Core Return Form** from the list, and print out a copy.
- Use the shipping label that came in the box to return the audio unit core to the appropriate location.
- Refer to PIB A02-0012, *Audio Unit Warranty Exchange Program*, for more info. From the *i*N main menu, click on **PARTS**, **Parts Library**, and **Parts Bulletins**. Enter **A02-0012** in the **Pub ID** box, and click on **Search**. Click on **Audio Unit Warranty Exchange Program** to view the PIB.

Don't Skip Clear and Retest Steps in ABS Diagnosis

We can't emphasize enough how important it is to do *all* the steps called out in a diagnostic procedure. If you're diagnosing a '01–05 Civic EX for an ABS DTC, and the procedure calls for replacement of the ABS modulator, make sure you clear the DTC and test-drive the vehicle again. If you skip these steps, it could lead to needless replacement of the ABS modulator.

Ball Joint Remover Tether Makes the Job Safer

Anyone who's popped a suspension ball joint knows it can come off with a bang. And when it does, the tool can whack you if you're not careful. Good news! Honda parts stock now has a chain-link tether (T/N 07MAC-SL0A3000) that securely attaches the ball joint remover to the suspension arm. When you pop the ball joint, the remover just dangles from the tether instead of taking aim at you.

This tether was sent to all Honda dealerships as a required special tool. It fits both the 28 mm ball joint remover (T/N 07MAC-SL00200) as well as the 32 mm ball joint remover (T/N 07MAC-SL00100).

If you order additional ball joint removers, they now come with these chain-link tethers. For the 28 mm ball joint remover, order T/N 07MAC-SL00202; for the 32 mm ball joint remover, order T/N 07MAC-SL00102.

Wind Noise at the Hood Air Deflector Seal

A gap between the accessory hood air deflector and the hood on a '03–04 Pilot can cause wind noise that's most noticeable when traveling between 18 and 60 mph (or, in other words, most of the time!).

To fix this problem, first check if the air deflector has a rubber gasket. If there's a rubber gasket, adjust the mounting brackets rearward to close the gap between the gasket and the hood. If there's no rubber gasket, replace the air deflector with P/N 08P47-S9V-100, H/C 7115991.

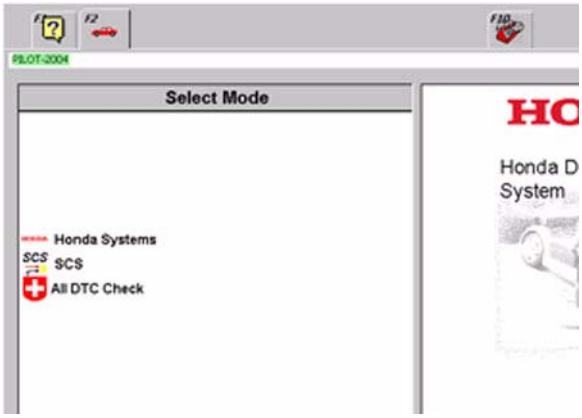
New Software for HDS: Version 1.013.018

During the week of September 20, 2004, all Honda dealerships were sent a new CD. It contains HDS software version 1.013.018. This new CD comes wrapped in a chocolatey brown label that reads "Honda Diagnostic System Installation Disk (VER 1.013.018), September 2004." Your system administrator should have this software already loaded onto the master server.

Here's some important info on 1.013.018:

- 2005 Odyssey has been added.
- You can now check DTCs for all systems. From the **Select Mode** menu, select **All DTC Check**.

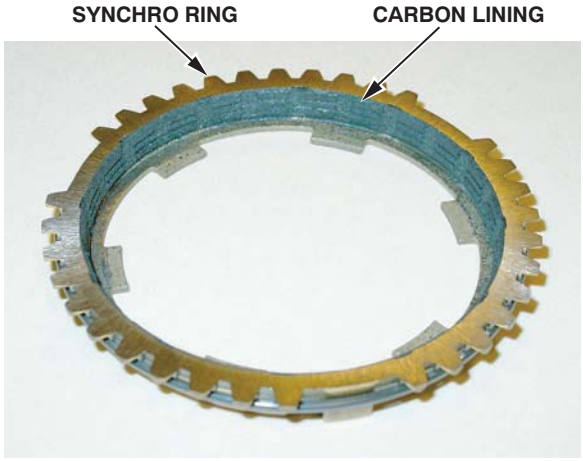
  NOTE: The EVAP System Function Test isn't available yet for '05 Accord L4s.



- The software has been tweaked to reduce those annoying lock-ups. The software patch posted recently on the *i*N is also included on this CD.

Some Synchros Are Now Carbon-Lined

If you've ordered replacement synchros recently for certain M/T models, don't be surprised if the replacement synchros have carbon-lined friction surfaces. Honda parts stock is phasing out the plain brass synchros.



Software Bug Causes Bogus DTC P1279

If you're troubleshooting a '98–03 Accord or '97–01 Prelude with the PGM Tester, and you read a DTC P1279 (switch/solenoid circuit problem) on the display, ignore it, and troubleshoot for DTC 1259 (VTEC malfunction) instead. DTC P1279 is bogus and the result of a software bug. You won't find it listed in the S/Ms for these vehicles.

Here's a handy tip: If you run across a funky looking DTC that's not listed in the S/M, just select **GENERIC OBD II MODE**, and you'll see what the correct DTC is.

Tighten TPMS Valve Stem Nut With Torque Screwdriver

Because '05 Pilots have a tire pressure monitoring system (TPMS), you must replace the valve stem nut any time it's loosened. To do the job right, you need a precision torque screwdriver that can read **36 lb-in** (that's the torque spec).

If your shop doesn't have such a tool, the Honda Tool and Equipment Program (call **888-424-6857**) has just what you need. It's the Torque Screwdriver (Model No. CD1401SM) made by CDI Torque Products. This tool has a positive locking adjustment knob that you can set from 5 to 40 lb-in and an easy-to-read window scale. Its tri-lobular shape is really comfortable in your hand, and it's molded in cool metallic blue. Just snap on a 1/4-inch drive adapter and an 11 mm deep socket (both commercially available), and you're ready to go.

Replace Driver's Air Bag Torx Bolts Properly

When replacing a driver's air bag, make sure you replace the torx bolts properly. When removing the bolts, use a high-quality bit, making sure the bit is aligned. *Don't use air tools*. When installing the bolts, always start the bolts by hand to avoid cross-threading, and then torque the bolts to the value listed in the appropriate S/M.

Loaner Digital Cameras Available From Special Tools

If your Canon A75 Digital Camera should go on the fritz, don't fret, help is just a phone call away. Special Tools has set up a digital camera loan program. Call them at **800-346-6327**. They'll ship you a loaner camera until yours is fixed.

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